

The Hongkong Telegraph

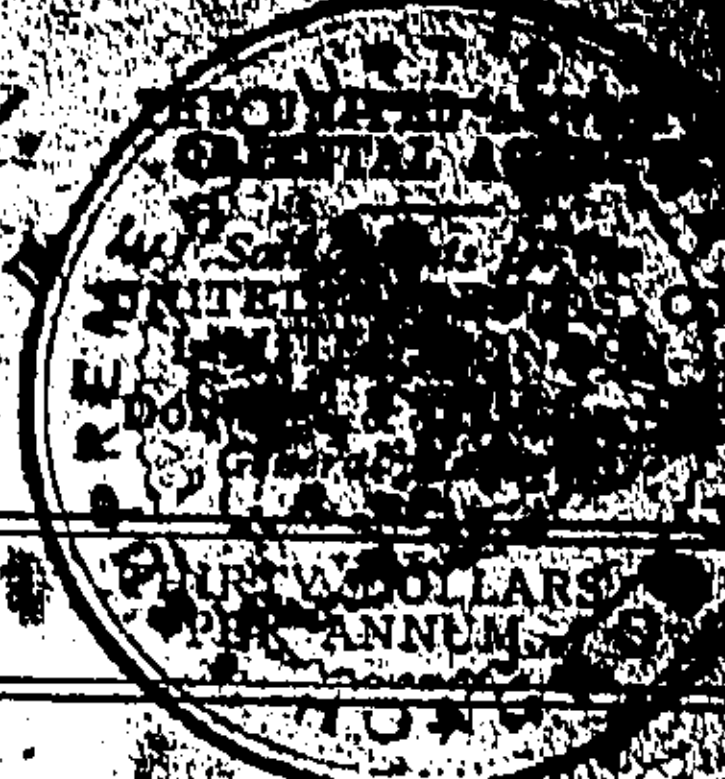
ESTABLISHED 1881.

SERIES No. 2025. 日四廿月一十

FRIDAY, JANUARY 3, 1902.

五拜禮

號三月正



Banks.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.
ESTABLISHED 1860.
PAID-UP CAPITAL: £20,000,000
RESERVE FUND: £18,000,000
UNCALLED: £6,000,000
TOTAL: £44,000,000
Head Office: YOKOHAMA.

Branches and Agencies:
TOKYO, KOBÉ, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENTSIN, NEWCHANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 3 per cent.
On Fixed Deposits for 12 months at 5 per cent.

TARO HODSUMI, Manager.
Hongkong, 2nd October, 1901.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

CAPITAL PAID-UP: £800,000
RESERVE LIABILITY OF SHARE: £800,000
RESERVE FUND: £575,000
INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent per annum on the Daily Balances.
On Fixed Deposits for 12 months at 4 per cent.

T. H. WHITEHEAD, Manager.
Hongkong, 9th July, 1901.

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1895.

Shanghai Tientsin.
SUBSCRIBED CAPITAL: £5,000,000
PAID-UP CAPITAL: £2,500,000
Head Office: SHANGHAI.

Branches and Agencies:
CANTON, PEKING, CHEFOO, FENANG, CHUNGKING, SINGAPORE, CHUNKIANG, TIENTSIN, HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3 per cent on Current Account.
4 per cent on Fixed Deposits for 3 months.
5 per cent on Fixed Deposits for 12 months.
E. W. RUTTER, Manager.
Hongkong, 1st January, 1902.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL: £10,000,000
RESERVE FUND: £13,750,000
RESERVE LIABILITY OF PROPRIETORS: £10,000,000

COURT OF DIRECTORS:
R. SHAW, Esq., Chairman.
H. J. J. BELL, Esq., Deputy Chairman.
A. Haupt, Esq.,
E. Goetz, Esq.,
Dr. M. Moses, Esq.,
A. J. Raymond, Esq.,
R. L. Richardson, Esq.,
H. E. Tomkins, Esq.,
H. W. Slade, Esq.

CHIEF MANAGER:
HONGKONG: Sir THOMAS JACKSON.
MANAGER:
SHANGHAI: H. M. BEVIS, Esq.

LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG: INTEREST ALLOWED:
On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 per cent per annum.
For 6 months, 3 per cent per annum.
For 12 months, 4 per cent per annum.
T. JACKSON, Chief Manager.
Hongkong, 23rd December, 1901.

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 per cent per annum.
Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 4th October, 1900.

THE NATIONAL BANK OF CHINA, LIMITED.
Authorized Capital: £1,000,000
Paid-up Capital: £344,374

HEAD OFFICE: HONGKONG.
Board of Directors:
Chan Kit Shan, Esq.,
C. Ewens, Esq.,
Chow Tung Shang, Esq.,
J. T. Laits, Esq.,
Chief Manager:
GEO. F. PLAYFAIR.

Interest for 12 months fixed 5%
Hongkong, 20th December, 1899.

DEUTSCH ASIATISCHE BANK.
PAID-UP CAPITAL: Sh. Tads 5,000,000
HEAD OFFICE: SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. SCHOTTLANDER, Acting Manager.
Hongkong, 21st December, 1901.

Entertainments.

BEEF TEA versus BOVRIL.

BEEF TEA.

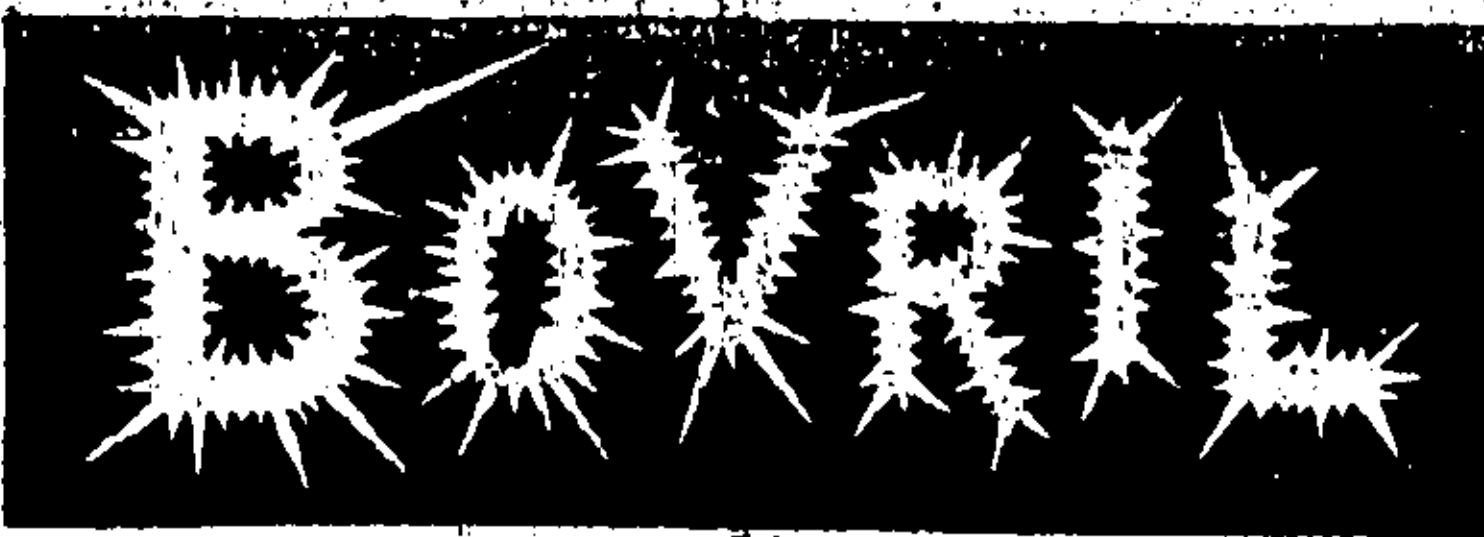
"Were it possible to furnish the market at a reasonable price, with a preparation of meat combining in itself the albuminous together with the extractive principles, such a preparation would have to be preferred to *extractum carni*, for it would contain all the nutritive constituents of meat. I have before stated that in preparing the Extract of Meat the albuminous principles remain in the residue; they are most nutritive, and this is certainly a great disadvantage."

BARON LIEBIG.

Discoverer of Liebig's Extract, in *The Lancet*, Nov. 11, 1865.

BOVRIL.

Was invented to realise Baron von Liebig's desire for a meat food that would contain not only the stimulating properties of flesh—as all Meat Extracts and Beef Teas do—but also the nourishing properties of flesh, which Meat Extracts and Beef Teas do not. This has been accomplished by first taking the extractive principles by the Liebig process (which is akin to home-made beef tea) and then adding albumen and fibrine, procured from the flesh of other oxen roasted and finely ground to powder; the combination is Bovril.



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS CO., LD. LONDON.

CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS AND PACKINGS.
HYDRAULIC AND SELF-LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT: THOMAS SKINNER.
SUPERINTENDENT: ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & CO.)

HEAD OFFICE: 43, SARAKOTO-CHO, TOKYO.
LONDON OFFICE: 34, LINE STREET, E.C.
HONGKONG OFFICE: 6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Kobe, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI"

A.B.C. and A.I. Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamato and Ida Coal Mines.
SOLE AGENTS for Fukuoka, Hokkaido, Ichimura, Kanada, Kishima, Maunoura, Onoura, Otsuji, Tohmyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines.
N. INUZUKA, Manager.
Hongkong, 1st August, 1901.

CLARETS.

VIN ORDINAIRE	4 doz. bottles	4 doz. 1/2 bottles	4 doz. 3/4 bottles
MEDOC	\$4.00	\$4.50	\$7.50
ST. EMILION	4.50	5.00	8.00
MARGAUX	5.50	6.00	9.00
ST. JULIEN	6.00	6.50	9.50
ST. ESTEPHE	6.50	7.00	10.50
CH. LEOVILLE	8.00	9.00	12.00
CH. LAROSE	11.00	12.00	15.00
CALIFORNIA	11.00	12.00	15.00
ZINEANDEL	\$4.50	\$5.00	\$8.00
ZINEANDEL	5.00	5.50	8.50

An allowance of SEVENTY FIVE cents per dozen is made for quarter bottles when returned to our godown. Special rates for Hospitals.

BORDEAUX BOTTLED.

CH. D'ARLAC
MARGAUX
CH. PONTET CANET
CH. LAROSE
CH. MOUTON ROTHSCHILD
CH. LEON, TADIS

H. PRICE & CO.

Hongkong, 31st December, 1901.

DRAUGHT STOUT.

JUST LANDED FOR WINTER SEASON.
A Supply of REID'S IMPERIAL BROWN STOUT
in Kilderkins,
Also in small Casks if desired.

CALDBECK, MACGREGOR & Co.
WINE AND SPIRIT MERCHANTS.
11, Queen's Road.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL
LONDON, &c. *Valletta* A. G. Cubitt, R.N.R. Noon, 4th Jan.
SHANGHAI *Coromandel* F. W. Vign, R.N.R. About 4th Jan.
YOKOHAMA *Banca* E. P. Martin, R.N.R. About 10th Jan.
LONDON VIA *Malacca* E. G. Andrews Noon, 25th Jan.
BOMBAY
*See Special Advertisement.
† Via SHANGHAI, MOJI and KODE. (Passing through the Land Sea.)

PASSENGER SEASON 1902.
FOR MARSEILLES, PLYMOUTH AND LONDON.
DIRECT WITHOUT TRANSITMENT.
S.S. "ORIENTAL" 5,284 Tons 2nd March
S.S. "MALTA" 6,004 Tons 25th April
For Further Particulars, apply to
E. A. SEWELL, Superintendent.
Hongkong, 2nd January, 1902.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINE.
STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, DUESS, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND PACIFIC OCEAN.
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
PRINCESS IRENE	WEDNESDAY, 3rd January, 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January, 1902.
PREUSSEN	WEDNESDAY, 5th February, 1902.
HAMBURG	WEDNESDAY, 19th February, 1902.
SACHSEN	WEDNESDAY, 5th March, 1902.
KIAUTSCHOU	WEDNESDAY, 19th March, 1902.
BAYERN	WEDNESDAY, 2nd April, 1902.
STUTTGART	WEDNESDAY, 16th April, 1902.
KONIG ALBERT	WEDNESDAY, 30th April, 1902.
PRINCESS IRENE	WEDNESDAY, 14th May, 1902.
PRINZ HEINRICH	WEDNESDAY, 28th May, 1902.
PREUSSEN	WEDNESDAY, 11th June, 1902.
HAMBURG	WEDNESDAY, 25th June, 1902.

ON WEDNESDAY, the 8th day of January, 1902, at Noon, the Steamship "PRINCESS IRENE" of the NORDDEUTSCHER LLOYD, Captain G. Dannemann, with PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 4th January. Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 7th January, and Parcel will be received at the Agency's Office until Noon, on TUESDAY, the 7th January.
Contents of Packages are required. No Parcel Receipts will be issued for less than 50 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
HONGKONG, 28th December, 1901. MEYER & CO. AGENTS.

Hotels.

HONGKONG HOTEL.

Hongkong, 15th November, 1900.

HOTEL CRAIGIEBURN.

WINKER'S GATE, THE PEAK, near the T.M. TERMINUS. Tel. 56.
For Terms, &c., apply to the
HONGKONG, 2nd July, 1900. MANAGER.

NEW YORK LIFE INSURANCE CO.

The Oldest and Largest International Life Insurance Company in the World.
Supervised by 82 Governments.
Actual new-placed and paid for business for the year 1900: Dollars 2,338,455 Gold.
The undersigned, having been appointed HONGKONG AGENT for this Company, will be pleased to receive proposals for insurance. A note or Telephone Message from those wishing an "up-to-date" policy, will receive immediate attention.
HECTOR W. SANDERSON.

TAILORING DEPARTMENT.

WINTER SEASON. RACING SEASON.

Scotch Tweeds, Angoras, Cashmeres, Serges, Harris Tweeds, Newmarket Coatings, Silk-warp Racing Breeches Material, Fancy Vestings, Khaki Serges, Improved Pigskin Puttee Leggings.

LANE, CRAWFORD & CO.

Hongkong, 31st December, 1901.

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS, of the Hirano Spring, of Hiogo Ken, Japan. It mixes excellently with Wine or Spirits, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY.
PATENT CORKING.

SIEMSEN & CO.

(Sole Agents, Hongkong and South China.)

F. BLUNCK.

SILK LACE MANUFACTURER AND EMBROIDERER.
17, QUEEN'S ROAD, HONGKONG.



TRADE MARK.

Intimations.

To-day's Advertisements.

To-day's Advertisements.

NOTICE.
We have this day authorized Mr. CARL CROFT, of the firm of HERRMANN, WESTER, & CO., to SIGN the Name of our Firm at Hongkong, Shanghai and Hankow.
MEYER & CO.
Hongkong, 1st January, 1902. [8d]

A CHALLENGE TO ALL CHINA.

MR. BENTLEY is prepared to match an unknown against any lad in China at the following conditions:—
1.—Twenty rounds of three minutes duration.
2.—Four ounce gloves to be used.
3.—The ring to measure sixteen feet.
4.—Men to weigh in at 4 P.M. on day of contest.
5.—Should either man exceed the above weight he will forfeit all money deposited.
6.—Match to come off in Hongkong on Thursday, Friday or Saturday, January 23rd, 24th, or 25th, 1902.
No other terms will suit. All offers of purses to be made before above date. Failing a suitable purse, will box for the stakes.
WILLIAM H. BENTLEY, (Backer).
[Note.—Mr. Bentley has deposited twenty sovereigns with us as an earnest of good faith. All challenges to be sent to this office. Ed.—H.K.T.]
Hongkong, 20th December, 1901. [136d]

NIPPON YUSEN KAISHA.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.
THE Company's Steamship

"BINGO MARU,"
having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-MORROW.
Goods not cleared by the 9th instant, will be subject to rent.
No Fire Insurance will be effected.
All ship damaged packages must be left in the Godowns and Notice of same sent to this Office before the 12th instant, or claims in connection therewith will not be recognized.
NIPPON YUSEN KAISHA.
Hongkong, 3rd January, 1902. [7d]

GREEN ISLAND CEMENT COMPANY, LIMITED.
PORTLAND CEMENT.
\$5.50 per Cask of 37½ lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 1st June, 1901.

NEW YEAR GIFTS.

In great variety, largest selection of suitable presents in the Colony. Call and inspect our departments; you cannot fail to make a selection.

Gloves, Furs, Jackets, Capes, Leather goods, Fancy work, &c., &c.

WILLIAM POWELL, LIMITED,
28 & 34, QUEEN'S ROAD.
Hongkong, 31st December, 1901. [455c]

THE ROBINSON PIANO COMPANY, LIMITED.
JUST UNPACKED.

A NEW SHIPMENT OF
THE CELEBRATED
APOLLO PIANO PLAYER,
Inspection invited.
Hongkong, 22nd November, 1901. [4053c]

A. CHEE & Co.
17A, Queen's Road, Central.
ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plate, Glass and China Wares, Iron Bedsteads and Mattresses, Cutlery and Dinner Services, Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 24th July, 1901. [777c]

Telegraphic Address: MARINEWORK, HONGKONG.

Code Used: A and B C, 4th Edition.

E. C. WILKS & Co.,
MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' Plans and Specifications Prepared.
Office: 8, Queen's Road, Central.
Hongkong, 8th November, 1901. [1214c]

NOTICE.
IS hereby given that Mr. L. R. HUGGINS has no connection with our Firm.
CLARKSON & CO.
Vladivostok, 24th December, 1901. [6d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCOW.
THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above Ports, on TUESDAY, the 7th instant, at Daylight.
For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 3rd January, 1902. [6d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched for the above Ports, on TUESDAY, the 7th instant, at 3 P.M.
This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 3rd January, 1902. [5d]

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

We beg to notify

THE ARRIVAL OF OUR NEW

SEASON'S

CONFECTIONERY.

Comprising:—

Selections of the Purest and

Best Description,

FROM

The Simplest Quality to that of the

Finest and Most Recherche

Character.

Imported from the Leading

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 3, 1902.

NOTES AND COMMENTS.

A Good Sign.

Yesterday's function at Government House, when an address was presented to His Excellency the Governor by the Chinese Community, will, we hope, mark a certain turning point in the history of the Colony, a point at which it would have been better for us if we had arrived years ago. The presentation of the address and the speech of Dr. Ho Kai show very plainly that the Chinese Community have at last come to appreciate the fact that it is not the intention or object of the Government to oppress the Chinese at all, but that it wishes to work hand in hand with them for the benefit of the Chinese, the Europeans and the general prosperity of the Colony. On too many occasions we have seen friction between the two races. The Europeans, represented by the Government, wanted one thing and the Chinese wanted another. Not perhaps that the Chinese were in any very active opposition, but simply because the proposed measure interfered with them, or they thought that it would be likely to do so. This state of affairs was brought about to a great extent by want of knowledge on the part of the Chinese themselves. Neither party understood the other and the result was friction.

Latterly, however, since Sir HENRY BLAKE has been at the head of affairs, the Chinese and the Government have been more in touch one with the other. Sir HENRY has grasped the fact that opposition is more often than not the result of ignorance and, by striving to thoroughly understand the Chinese, to obtain their views on different subjects, and by respecting their prejudices to as great an extent as possible, he has done much to break down the barrier of race. What is so often lost sight of is the fact that the Chinese represent as large, if not larger, interests in the Colony than the Europeans, and hence they are entitled to a certain amount of consideration. It will be much better for all concerned if the Chinese can be brought to look at matters as we do, and this can only be brought about by a thorough understanding and a regard for class and race prejudices. In this the Chinese will have to make many concessions as we do. You cannot take a Chinaman and make a European of him by a stroke of the pen any more than you can turn a European into a Chinaman, but you can, if you go about matters in the right way, convince the Chinaman that European methods are, in some cases best, and this is what is wanted here.

That these old animosities are dying out is evidenced by the manner in which the Chinese are cheerfully submitting to the general cleansing of the City now in progress. As His Excellency pointed out, the families are bearing all the inevitable discomforts with a cheerful fortitude that could not be exceeded by any community in the world. Instead of obstructing matters, as has often been the case formerly, they are actively assisting in the work, and simply because their prejudices have been respected to some extent, a few slight concessions made, and the discomforts of the cleansing made as small as possible. Anybody who has had to deal with the ruling of an alien race will fully appreciate the advantage of this state of affairs. With even a passive resistance upon the part of the Chinese, the whole of this great work would have been rendered impossible, but as matters now stand all goes as merrily as a marriage bell.

We have heard His Excellency severely criticised at times by people who say that he gives way too much to the Chinese, but we think that he is right in hearing both sides of every question. He recognises the fact, as he pointed out yesterday, that we live in a free country and every man is entitled to think his own thoughts and speak his own mind, and to guide his own actions without interference, so long as those actions do not prevent the exercise of a similar freedom by others. This is where the great stumbling block has always been. We have been too prone to think, as Kipling puts it, "That East is East and West is West, and never the twain shall meet," and so long as we approach matters in that spirit we can never hope to succeed in living comfortably and without friction in Hongkong. A better understanding will smooth the way for the removal of racial prejudices, and we trust that yesterday's function points to this becoming, in the near future, an accomplished fact. A mutual understanding will remove all difficulties.

REUTER'S TELEGRAMS.

THE SOUTH AFRICA WAR.

LONDON, December 31st.
General Bruce Hamilton engaged Commandant Grobelaar on the 23rd instant to the East of Ermelo, Transvaal, in a thick fog. The enemy left four dead on the field, and eleven prisoners were taken. General Mackenzie cooperating to the northward captured seventeen of the enemy.

COLONEL FIRMAN'S GUNS.

The Boers have got away with Colonel Firman's two guns.

SOUTH AFRICA.

THE TWEEFONTEIN FIGHT.

January 1st.
Independent accounts of the fighting at Tweefontein show that De Wet's force numbered 1,500 men. They removed their boots, climbed a precipice noiselessly, and completely startled the sleeping British camp. A terrible struggle ensued which lasted barely half an hour.

THE SOUTH AFRICA WAR.

The call for two thousand Yeomanry for South Africa has met with an immense response in London. Correspondents at Pretoria continue to urge the necessity for further reinforcements for South Africa.

MARQUIS ITO'S TOUR.

Marquis Ito leaves London on Tuesday next. He will probably abandon his proposed visit to China, proceeding direct to Japan where he is due to arrive early in March.

LOCAL AND GENERAL.

REAR-ADMIRAL T. GRENFELL, C.M.G., arrived in the Colony this morning on board of the flagship *Albatross*.

THE CHINESE MERCHANTS in Manila have petitioned against the order that kerosene and matches must be stored outside the city.

CHINA AND HONGKONG absorb on an average 10 per cent. of the total shipment of British cotton piece goods, while India takes 20 per cent.

A RAID at 378, Queen's Road, last evening resulted in the arrest of 31 Chinese who were caught gambling. The two proprietors of the house were sent to Gaol for two months, and \$3 was collected from each of the other twenty-nine.

MESSRS. COTTAM & CO. for FOOTBALL BOOTS.

U.S. CUSTOM HOUSE STATISTICS show that England and Hongkong are the chief importing countries in the Philippines, with Germany second, and the United States a bad third. England is the principal exporting country and the United States second.

FATAL ACCIDENT AT KOWLOON.—While shifting lumber at the Kowloon Dock yesterday a coggle met with an accident that cost him his life. He was lifting one end of a heavy log, and in doing so slipped and fell, the log falling on his head and killing him instantly.

APPOINTMENTS.—The following appointments have been made at the Admiralty:—Prob. Assistant Engineer, A. C. Boxer, to the *Albatross*, to date Nov. 22; Staff Surgeon, H. W. Macnamara, to the *Albatross*, to date Nov. 22; Lieutenant F. Thorndick, to the *Fearless* (N), to date Nov. 26; Sub-Lieutenant J. W. Rainier, to the *Fearless*, to date Nov. 26.

CRICKET.—Hongkong Cricket Club vs. the Navy.—The following will play for the Club against the Navy starting at 11 a.m. to-morrow. Major Wynne, R.A., Lieut. France-Hayhurst, R.W.F., Capt. Clapham, R.A., Capt. Cadogan, R.W.F., Capt. Rotherham, R.W.F., Capt. Krikenbeck, 22nd Bombay, C. P. Hay, J. Hooper, Lieut. Fanshawe, R.A., Capt. Waymouth, R.A., A. G. Ward (Captain).

FOOTBALL.—To-morrow afternoon on the Happy Valley the Hongkong Football Club (Association) will play the Officers of the Fleet. Kick-off at 4.15 p.m. The following will play for the Club:—C. T. Kew, goal; W. G. Worcester and W. H. Russell, backs; S. L. Jenkins, J. W. C. Bonnar, and R. Ken, halves; W. W. Clarke, J. D. Danby, T. Von der Pfordten, Capt. Tullock, R.A. and A. O. Lord, forwards.

KIND PERMISSION of Lieut. Col. Baillie and Officers, the Band of the 22nd Bombay Infantry will play at the Hongkong Hotel to-morrow (Saturday), evening, from 8 to 9.30 p.m.

PROGRAMME.
1. Selection.—"The Bohemian Girl".....Balfour.
2. Polka.—"The Deep Blue Sea (Pleasant)".....Louis.
3. Intermezzo.—"On a Road to Moscow".....Lous.
4. Valse.—"Toreador".....Rogley.
5. Gavotte.—"La Reine".....Melville.
6. Selection.—"San Toy".....Jones.
"God save the King."

PURELY ACADEMIC.—To find the Chinese vernacular Press discussing whether intelligence is better than brute courage in war is to give occasion to the scoffers. After exhibitions in recent years it is a matter for amazement, that either intelligence or courage in war should be even academically discussed by the Chinese. The great Chinese organ, *Sing Wan Pao*, is pleased to observe, "Mere brute courage, which rushes fearlessly on death, while valuable, is insufficient. There must be knowledge to supplement and steady it." It then mentions a number of commanders who were scholars and brave withal. Unfortunately, these worthies are not known to fame.

THE MOTOR RACE between the Duke of the Abruzzi and Signor Colletti ended in the Duke smashing his car. The race was from Villanova, near Turin, to Scala, near Bologna. The Duke reached Alessandria 12 minutes ahead of Signor Colletti, but at San Giuliano, some distance beyond Alessandria, the Duke's car ran into a milestone, and was smashed to pieces. The Duke had a heavy fall, but was unhurt, and he returned to Alessandria in a carriage. Signor Colletti, who had started 15 minutes before the Duke, and was therefore two minutes ahead of him at Alessandria, knew nothing of the accident. He continued the race, reaching Bologna at seven minutes past five o'clock. The distance covered 349 kilometres (218 miles).

AN OCEAN TRAMP.—A steamer named the *Port Albert* has reached the port of London after no less than two years and nine months' continuous voyaging on transport service, in the course of which she has covered more than 100,000 miles. Adelaide, Honolulu, Manila, Taku, Tacoma, and Port Pirie in Australia, these are some of the ports at which this ship touched before she finally left the Cape for Liverpool and London. Decidedly there is no fear of the world's carrying trade being transferred to other than British bottoms if our mercantile marine can emulate the performance of the *Port Albert*. The Wandering Jew himself was not a more diligent tramp than this steamer. But how glad her skipper and crew must be to find themselves on shore at last!

HONGKONG READERS, especially ladies, will be interested in the following note about the distinguished lady who presided over the "Women's Conference" at the Mission Press Chapel in the spring of this year: Lady Blake, wife of Sir Henry Blake, Governor of Hongkong, who is now at home for a short visit, is a daughter of the late Mr. Ralph Bernal Osborne, of Tipperary, and a sister of the Dowager Duchess of St. Albans. Her marriage was a pure love match, as her husband was at the time in the Irish Constabulary, and they seemed little likelihood of his rising to his present position. Sir Henry frankly ascribes his success to his wife's devoted help and encouragement, but at the same time his own great abilities and perseverance should not be overlooked. Lady Blake is tall, handsome, witty, and rather reserved. She is an exceedingly well read and cultured woman, is passionately fond of animals of all kinds, and is also an enthusiastic entomologist and botanist. She was very popular in Jamaica, of which beautiful island Sir Henry was Governor before going to Hongkong, and she is that somewhat rare bird, a learned woman, who is womanly. She and her sister, the Dowager Duchess of St. Albans, are devotedly attached to each other, and while the Blakes were in Jamaica the Duchess spent most of her time there.

MESSRS. COTTAM & CO. for WARM DRESSING GOWNS.

MESSRS. COTTAM & CO. for PATENT LEATHER DRESS BOOTS.

MESSRS. COTTAM & CO. for PATENT LEATHER DRESS BOOTS.

CRICKET.—A cricket Royal Naval Yard Cricket Club vs. Happy Valley to-morrow. The following will represent Cricket Club:—Messrs. Stuart, F. Rap, L. E. L. Asger, J. A. Rose, R. W. Co, H. Hartman add M.

SIR THOMAS LIPTON's complimentary banquet to which at the Hotel Cecil on 25th beaten fairly and squarely, when only a matter of seconds at the finishing line it is justified in having great hopes of bringing back the America Cup, wish to monopolise the contests, but else came forward he would seriously the question of again making an attempt the Cup.

THE MASSES BANDS of the *Glory*, *Gothland* and *Blenheim* will play on the Cricket Field to-morrow afternoon. Chief Bandmaster A. D. Ship will conduct. The following is the programme:—

1.—March....."Hongkong".....Sharp.
2.—Polka....."Life of the Car".....Glenka.
3.—Intermezzo....."Hypatia".....Huma.
4.—Selection....."La Poupée".....Andran.
5.—Valse....."Madeline".....Waldteufel.
6.—Selection....."The Greek Slave".....Jones.
7.—Dances....."Honey Will".....Huma.
8.—Chop....."True Blue".....Huma.

THE BURMA-SHAN-CHINA.—At the monthly meeting of the Liverpool Chamber of Commerce on 21st inst., it was reported that a memorial on the subject of the extension of the Burma-Shan-China Railway, Mandalay Kunlun line, into South-west and Central China approved by the committee of the East India China Trade Section, and later by the council, was duly despatched to the Secretary of State for India in Council. Copies have also been sent to the Viceroy of India, the Indian and Burma Chambers of Commerce, and to all the Chambers of the United Kingdom, several of which had given their support.

DEFENCE OF THE PORT OF LONDON.—Some very interesting details concerning the defence of the Port of London are contained in the report of the Medical Officer of Health for the Port for last month. During that period 3,201 vessels were inspected, as against 3,112 in the corresponding month of last year. As it has been conclusively proved that rats are sources of plague infection, a relentless crusade has been undertaken for the extermination of the rodents at the docks. In the medical officer's last report, 60,814 of these pests were accounted for, and from Sept. 23 to Oct. 27 14,610, were destroyed, making a total of 75,424.

THE DUKE OF DEVONSHIRE, distributing war medals at Eastbourne, said some of the Government were of opinion that the war might at once be ended by the offer of renewed negotiations or by renewed statements of the terms open to the Boers as soon as they laid down their arms. The Boer leaders knew perfectly well—and if their followers did not it was not our fault—that there was nothing which the Government and the people of this country more desired than that all races in South Africa should, at the earliest possible moment, enjoy all the blessings of the freest and most liberal institutions of Self-government under the British flag. As to when the time had arrived when those free institutions might be created, it was for the victors, and not the vanquished, to be the proper judges.

REPORTED MUTINY AT MACAO.

RINGLEADERS ARRESTED.

It appears that matters are not running as smoothly as could be wished in military circles in Macao, and what is said to have been an open act of mutiny has just been nipped in the bud. So far as we have been able to gather the facts of the case are as follows:—

A new regiment recently arrived from Lisbon to garrison the place and the men say that they are being paid at a lower rate of pay than they agreed to serve for, and that they are forced to do police duty, although their Lisbon agreement provides for garrison duty only. It seems that the Portuguese Authorities have only been paying their native police about nine cents per day, with the result that they are unable to obtain either Chinese or Indians, hence the Portuguese troops have been forced to do police duty and this, coupled with poor pay, has led to the greatest of dissatisfaction.

The mutiny was to, have, taken place yesterday. The plan was for the Artillery, quartered in the Monte Fort, to have fired two guns; the usual signal given on the outbreak of a fire. On this being done ten rounds of ammunition are served out per man, and the men were then to go to Government House with their arms and force the Governor to grant their demands, anybody who resisted them in their progress to be shot.

Fortunately the plot was divulged by an orderly and the ten (some say nine) ringleaders were arrested, one being placed on the gunboat *Zaire* and the rest confined in the Monte Fort. At the time of latest advices Macao was quiet.

FOOTBALL.

ASSOCIATION.

In the replayed tie for the Shield Competition "H" Coy. B.W.F., beat the Royal Engineers by three goals to nil.

RUGBY.

H.K. F. C. V. NAVY.

The Club had not such a strong team yesterday, and although they made a fight, were unable to do anything against superior force of the Navy.
Result:—Navy, 3 goals 3 tries (21 pts) H.K. F. C., nil.

MESSRS. COTTAM & CO. for PATENT LEATHER DRESS BOOTS.

INVASION OF HONGKONG.

ENEMY AT THE PEAK.

HEAVY ATTACK ON TYAM RESERVOIR.

The Island of Hongkong was invaded last evening and fighting has been in progress all day. A small detachment of the enemy's infantry effected a lodgment at Victoria Peak on the evening of the 2d inst., and, at the same time a post at Tyam Reservoir was heavily attacked, though the defending force made a gallant stand notwithstanding their ammunition and stores were nearly run out.

There is, however, no need for alarm, and business can be conducted as usual. The Royal Welch Fusiliers have been having a regimental field day, and the general idea is embodied in the tactical scheme above.

Fortunately at Tyam the defenders were some of the best and the attacking force, having lost heavily, was drawn off under cover of night to their ships. It was thought probably that they intended to attack another point, but it was too dark to ascertain if all or only part of them were gone. Early this morning two companies were detailed from Murray Barracks to accompany a convoy of supplies and ammunition to the Garrison at Tyam and were ordered to proceed via the Naval Hospital, Happy Valley, and Yung-ni-chung gap. They had to advance with great care as it was thought probable that some of the enemy would be met with en route.

The battle has been proceeding during the day, and the men have thoroughly enjoyed the onslaught and much appreciated the outing.

CRICKET.

H.K. C. C. v. GARRISON.

This match was played on Wednesday and Thursday last and resulted in an easy win for the Club. The chief feature of the game was the brilliant batting of Sercombe Smith, who played right through the Club's innings and made the highest score of the season. It was a pity that Franklin was unable to play on Thursday, as it would have been interesting to see how many runs were made before the fall of the first wicket. Mackenzie and Hay were the only men who helped Smith in putting together his score, 6 of the team only compiling 19 runs between them. Preedy bowled well for the Garrison, and took two wickets in two successive balls. Hayhurst gave no end of trouble to the batsmen and, with the exception of Smith, nobody played him with entire confidence.

Fanshawe and Krickenebeck batted well, the latter especially. Hayhurst played a very patient game and got out by putting one of Smith's off breaks into Ward's hands. The fielding on both sides was good, with the exception of Krickenebeck and Dixon, who were both fielding at point. The latter is much too slow and inclined to be lazy.

The following were the scores—

FIRST INNINGS.

Capt. Fanshawe, R.A., c Mackenzie, b Sercombe Smith,	62
Capt. Rotherham, R.V.F., c Hay, b Mackenzie,	18
Lieut. France-Hayhurst, R.W.F., c Ward, b Sercombe Smith,	23
Capt. Cadogan, R.W.F., c Mackenzie,	11
Major Beresford-Ash, R.W.F., b w. b Sercombe Smith,	9
Lieut. Krickenebeck, 2nd B.N.I., b Franklin,	3
Major Dorehill, R.A., c Mackenzie, b Sercombe Smith,	6
Capt. Clapham, R.A., c Hay, b Franklin,	21
Private Preedy, R.W.F., not out,	22
Lieut. Edmondson, R.A., c Ward, b Franklin,	3
Lieut. Cowie, R.A., b Reinold,	3
Extras	6
Total	233

H.K. C. C.

FIRST INNINGS.

Mr. C. S. P. Franklin, R.N., retired,	100
Mr. T. Sercombe Smith, not out,	36
Mr. A. Mackenzie, c sub., b Hayhurst,	15
Lieut. Wood, R.N., b Preedy,	4
Mr. A. G. Wood, c Beresford-Ash, b Hayhurst,	4
Mr. J. Hooper, c Beresford-Ash, b Hayhurst,	9
Mr. W. E. Dixon, b Preedy,	2
Mr. J. Brown, b Preedy,	0
Mr. P. Goldring, b Preedy,	0
Mr. C. H. P. Hay, b Hayhurst,	18
Lieut. H. O. Reinold, R.N., absent,	0
Extras	14
Total	337

GARRISON.

2nd INNINGS.

Capt. Rotherham, R.V.F., b Sercombe Smith,	3
Capt. Fanshawe, R.A., stpd. Hay, b Sercombe Smith,	33
Lieut. France-Hayhurst, R.W.F., run out,	0
Capt. Cadogan, R.W.F., c Hooper, b Mackenzie,	79
Lieut. Cowie, R.A., b Mackenzie,	9
Lieut. Krickenebeck, 2nd B.N.I., c and b Mackenzie,	10
Major Dorehill, R.A., b Mackenzie,	10
Private Preedy, R.W.F., b Mackenzie,	8
Lieut. Edmondson, R.A., not out,	15
Capt. Clapham, R.A., b Dixon,	24
Major Beresford-Ash, R.W.F., did not bat,	8
Extras	8
Total for 9 Wickets,	199

BOWLING ANALYSIS.

GARRISON.

1st Innings,	O. M. R. W.
Krickenebeck,	22 4 76 4
Mackenzie,	23 7 88 2
Reinold,	28 2 27 1
Franklin,	6 2 22 3
2nd Innings,	O. M. R. W.
Sercombe Smith,	13 4 84 2
Mackenzie,	18 4 67 5
Preedy,	6 2 31 1

H. K. C. C.

1st Innings.

Hayhurst,	33 4 120 4
Preedy,	30 4 119 4
Dorehill,	14 1 85 0
Edmondson,	2 0 18 0

THE SOLDIERS' AND SAILORS' HOME.

The following statement has been forwarded to us for publication—

STATEMENT OF THE INCOME AND EXPENDITURE OF THE BUILDING AND FURNISHING OF THE S. AND S. HOME ARSENAL STREET.

Income.

By Grant from Wesleyan Army and Navy Committee £300—\$3057.24	
Loans free of interest ditto £600—\$6061.44	\$9,118.68
Donations from civilians other than Chinese	\$529.70
Donations to the XX Century Fund voted by the Canton Mission	1,462.91
Donations from the Royal Navy on the China Station	996.83
Grant from the War Office £100—	981.89
Proceeds from concerts	368.00
Donations from the Chinese	365.00
Donations from the Fatsang and Wuchow hospitals	300.00
Donations from the Hongkong Garrison	271.00
Grant from the Admiralty £20—	200.00
Proceeds from the opening tea and meeting	194.45
Interest on current account	186.07
Total	\$19,735.62

Expenditure.

To Contractors	\$13,319.30
New furniture	2,098.58
Hongkong Government land purchase and stamp duty	2,015.00
Architect's fees	672.23
Ground rent and taxes	539.43
Gas fittings and pipes	417.00
Iron columns and girders	299.65
Overlooker of works	93.71
Printing and advertising	70.30
Cablegram to England	16.80
Total	\$19,532.00
Balance carried to current working account	203.62
Total	\$19,735.62

Audited and found correct.

G. PIERCE, JR.

It should be stated that, in addition to the above expenditure, there is a liability for furniture forwarded from England, amounting to about £150. To defray this £100 of the original £1,000 provided by the Wesleyan Army and Navy Committee has been retained. This advance balance will be transferred to the current working account, and will be partially covered by the above \$203.62.

The heartiest thanks of the undersigned are hereby tendered to Mrs. F. H. May, Mrs. M. Watson, Mrs. Piercy, and Mrs. Macdonald; also to Capt. Brown, Mr. Robertson, Sap. Porismouth, R.E., Sgt. Hall, A.O.C., Pte. Roberts, R.W.F., Corp. Little, R.W.F., Quartermaster, Sgt. Sivier, R.E., and to others whose names may be omitted here, for their generous assistance in collecting subscriptions. Also to the many friends who have so generously given, without whose aid the undertaking could never have been completed. All well-wishers will be pleased to know that the Home is well patronised, and that although 66 beds are provided, not infrequently these are found to be inadequate for the numbers who need beds. The Committee has been urged to add a third storey all the length of the building, and even then the accommodation, with our present fleet would not be enough.

C. BONE.

TIENTSIN DAY BY DAY.

(From Our Own Correspondent).

TIENTSIN, December 20th.

The Court reached Chichien on the 8th of the 11th moon, and made a pause there. Rumours have been current that the Emperor is sick and the Dowager grumpy over returning, but there is nothing authentic. There has been an important confab of the Ministers and Chinese Plenipotentiaries about the restoration of Tientsin City. Five of the Ministers appear to be in favour of handing over and five against such a measure. Among the latter are the Russian, French, American, Spanish and Japanese. Those in favour of restoration are the British, German, Italian, Belgian and Dutch. At least I believe that is the arrangement, and is approximately correct. It is universally recognised as a regrettable step to contemplate, and it will be one more and more deplored later on if it is carried out. Tientsin City is absolutely the last and only hold on the Chinese Government we possess, and it was previously occupied for two years, and Taku for five merely for the Tientsin Massacre of 1870. Now the Generals are nearly unanimous in opposing the idea.

Telegrams were received from Peking to-day to the effect that Mr. Petich had just passed away, his death being due to heart trouble doubtless promoted by his recent illness of many weeks. He passed through here on his way back to Peking from Chefoo only some two weeks ago, and it was thought he had benefited greatly by the change. He has, however, very quickly succeeded his late employer. Much interest of course attaches to the biography of Li Hung Chang which he kept written up to date throughout his long term of service as Secretary, and which will presumably be published.

MESSRS. COTTELL & CO. for THE FAVORITE STRAW, BATH, AND

The Board of Astronomy selected two days on which it was propitious for the Emperor to return to Peking, the 28th of 11th moon, and 2nd of 12th moon. The Emperor chose the former, which is about January 8th.

December 21st.

The T. P. G. has begun the distribution of relief to the poor, and are now extending aid to some 1000 families, which are dealt with according to districts. The period of relief extends from December 9th to end of March.

The T. P. G. have issued a proclamation again with regard to refuse, a precaution rendered all the more necessary on account of the plague at Newchwang. The regulations are—

1. There are several specially provided places for the dumping of filth and they are indicated by a notice board, and everything must be thrown there.
 2. No one must deposit garbage or refuse of any kind in his own compound, in the road, or on the banks of the river.
 3. Anyone guilty of such practices and also his neighbour for allowing it, will be fined.
 4. Each resident must clean his own frontage daily.
 5. All places for dumping filth must be at least 400 feet from the nearest dwelling and outside the city.
- Dr. Edwards of the C.I.M., who went to Shensi some eight months ago to arrange about the indemnity in that province, returned here a few days ago, and gives an excellent account of Governor Sheng.

PAKHOL.

(From a Correspondent.)

PAKHOL, December 28th.

Christmas has come and gone. The usual dullness of this port has been relieved this year by an entertainment on the night of Boxing Day. It was unique of its kind since this port has been opened for foreign trade. The entertainment consisted of songs, recitation, pianoforte playing, a farce, sketching, &c., by the local amateurs. It was a gala day for Pakhol that nobody could have anticipated. All praise was due to Dr. J. H. Lowry, of the I. M. Customs, who has been struggling with many difficulties to make it a success, and the recent infusion of young new blood among us has contributed not a little to the amusement of the evening. With the exception of the members of the Church Missionary Society, German Missionaries, and two or three of the lay members of our community who were kept away through indisposition, the whole of the Foreign community turned out to enjoy the treat, though the night was unfortunately the coldest of the season, but their trouble was more than repaid. By the kind consent of Mr. Paul H. King, Commissioner of Customs, the examination shed was tastefully decorated and converted into a theatre, under the direction of Mr. T. Loureiro, with admirably good effect, and great credit is due to him for the transformation of a barren godown—as is generally the case with the Customs Examination shed—into a nice little theatre in the course of only a few hours. Nothing seemed to be wanting even to the all necessary foot-lights. As to the performance itself, each and every one of the performers interpreted his part well, and there was not a hitch to mar the success of the evening, but special mention must be made of those who distinguished themselves most, such as Madame Flayeth, whose pianoforte playing was above that of the average amateur, and Mr. Rogers' sketching of some of the European celebrities as well as of a few of the local residents present amongst the audience was both artistic and amusing. By proposal of Dr. Lowry (the Director) Mons. L. Flayelle, Consul de France, kindly consented to act as Chairman.

The following was the programme—

- PART I.
1. Piano solo. "Tensel"
 2. Song. "The old Tell Gate"
 3. Electric playing of Colchidra
 4. Recitation. "Mr. Judell"
 5. The Pakhol Sando
 6. The strongest man in the world (Old and New)
 7. Topical song. "The Pakhol Town"
 8. Piano solo. "Fantasie Impromptue"
 9. Song. "The Tin Gun"
 10. Song. "On Schley Zelt"
- Words composed and sung by Mr. T. Loureiro.
- PART II.
1. Mrs. Jarley's "Wax Works" Unique!
 2. Song. "The Militant"
 3. Piano solo. "Ave" (Simple song)
 4. Song. "Tarascon-de-dely"
 5. Song. "Eren's Isles"
 6. Song. "Cockles and Muscles"
 7. Sketch. "The Piccadilly"
- Inquitude by G. Pfeiffer.
- Performed by the first appearance of Pakhol Troupe.

The entertainment, which commenced shortly after 8 o'clock, terminated a few minutes to 12. A French blue-jacket, from the French gunboat *Decidte*, died on the 22nd inst., and his funeral took place the following day. As he was the first European Roman Catholic who died here, a new piece of ground was purchased and fenced in as a Roman Catholic cemetery.

The Chinese gunboat *Kwang Kain* brought over from Canton a few weeks ago some 600 rifles for the Lim Chow garrison.

Piracy and robbery are still as rife as ever. It was only two weeks ago that a junk, with transit cargo to Kwangsi belonging to some foreign firms here, was intercepted by pirates on the way up, and part of the cargo was taken ashore and carried away, the consequence is the stoppage of all the trade between this and Kwangsi until the route is cleared from pirates. As this is the only port from which the Southern Kwangsi draws its supply you can imagine how detrimental is this state of things to trade if it is allowed to continue any longer.

MESSRS. COTTELL & CO. for the LATEST STYLES in TRESS &

Notices of Firms.

NOTICE.

THE INTEREST AND RESPONSIBILITY IN OUR FIRM OF MR. CARL JANTZEN CEASED BY mutual consent on the 31st December, 1901.

Mr. CARL MICHELAU has been admitted a Partner from This Date.

MELCHERS & CO.

Hongkong, 1st January, 1902.

NOTICE.

WE have This Day opened a BRANCH of our FIRM at Hongkong, and Mr. ELIAS M. ALDEGUER is authorised to SIGN our Name per Procuration.

HIJOS DE I. DE LA RAMA, OF ILOILO, P. I.

Nos. 23 and 24, Bank Buildings, Hongkong, 31st December, 1901.

NOTICE.

MR. A. BABINGTON is authorised to SIGN our FIRM'S Name from 1st January, 1902.

SHEWAN, TOMES & Co. Hongkong, 31st December, 1901.

Insurances.

"L'UNION"

FIRE INSURANCE COMPANY, L.D. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 28th May, 1894.

Intimations.

NOTICE.

THE CONCERT arranged to be given by MAESTRO CALUZZI in the CITY HALL, THIS (FRIDAY) EVENING has been unavoidably POSTPONED until Next Week. Due Notice will be given of the Date arranged.

Hongkong, 3rd January, 1902.

HONGKONG RIFLE ASSOCIATION.

THERE will be NO PRACTICE TOMORROW, the 4th inst., the Range having been lent for that afternoon.

ALEX. MACKENZIE, Hon. Secretary.

Hongkong, 3rd January, 1902.

NOTICE.

I, GEORGE HAROLD MEDHURST, of Hongkong hereby give Notice that in consequence of it being my intention to trade the undermentioned steamer in Japanese Waters, I have applied to the Board of Trade under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "ORO" of Hongkong, Official Number 86,119 of Gross Tonnage 2,049.39 Tons, Register Tonnage 1,290.95 Tons, heretofore owned by me, for permission to change her name to "YOSHINO MARU" and to have her registered in the New Name at the Port of Hongkong as owned by me.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong, this 30th day of December, 1901.

EASTERN GENERAL AGENCY.

Commission, and General Agents for the Sale or Transfer of Businesses, Houses, Land, and Property of every kind. Loans, and Mortgages arranged. 16, Des Voeux Road, Hongkong and at Singapore, and Soerabaya.

Hongkong, 31st December, 1901.

ARMORIAL BEARINGS AND PEDIGREES.

Full information on above subjects furnished by

c/o Eastern General Agency, 16, Des Voeux Road.

Hongkong, 31st December, 1901.

SPECIAL HOME RETURN TICKETS.

NOTICE.

FROM the 1st January, 1902, we will issue SPECIAL HOME RETURN TICKETS available for Two Years (from date of departure to date of arrival on return) for one and one half fare.

E. A. HEWETT, Superintendent.

P. DE CHAMPAGNE, Acting Agent.

Messageries Maritimes Cie.

MELCHERS & CO., Agents.

Norddeutscher Lloyd.

Hongkong, 23rd December, 1901.

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The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.

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CAPTAIN SPENCER, Hon. Secretary and Treasurer.

Intimations.



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A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 11th July, 1901.

INCANDESCENT GAS LIGHT.

The undersigned consumers are drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

954C]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898.

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER. LEMONADE. GINGER ALE. Sarsaparilla. RASPBERRYADE. TONIC WATER. LEMON SQUASH.

755C] SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

GENERAL EXPORTERS.

No. 35, Queen's Road

Among the absurdly prohibitive clauses is one which forbids any foreign company to charge an extra premium on life policies, granted in time of war.

When this extraordinary enactment, of which the objectionable features are far too numerous, and in some cases too technical to set out at length, was first passed, a year ago, the eighteen British Companies petitioned through the Foreign Office, but no result followed, though the American Minister obtained a respite in the matter of the date from which it should take effect. A polite but decided hint that Great Britain would make reprisals, would probably be quite sufficient to check this exhibition of wilful German aggression. It seems a little humiliating to wait upon the good offices of America, yet British Insurance men appear to think this way lies their best chance.

The Liverpool Bank Fraud has not yet run its nine days of wonder. Goudie, the absconding clerk, has so far made good his escape, and none of the £170,000 of which he so cleverly robbed the Bank, has been recovered. The frauds have been skillfully carried on during the whole of the last year, and the police hold, that the man must have had confederates. So excellent were the methods adopted to avoid detection, that although the books were audited weekly, throughout the whole period, no suspicions were even aroused.

Miss Hobbhouse, who arrived at Southampton a few days ago, appeared to quote a reporter,—"In very good health, and very bad humor." Passengers by the same vessel relate, that the greatest difficulty was experienced by the authorities at Capetown in conveying the lady from the outward to the homeward-bound steamer. On hearing that the officials had been sent to remove her from the *Avondale Castle* she evaded their attentions by taking a bath! Eventually however, Miss Hobbhouse was carried by hospital orderlies to the returning liner. Although holding quite aloof throughout the voyage, she had the courtesy to acknowledge to Lieut. Colonel Clowes, officer in charge, that she had been properly treated on board the steamer. A sufficiently ludicrous incident thus ended to, let us hope, the satisfaction of all parties.

The organ-grinder peevish case will come before the House of Lords next month. "Viscount" Hinton has abandoned his instrument ever since the death of the late Earl Poulett, and acting under legal advice, he has kept very quiet. It is understood that should the Claimant establish his title to the peevish, to the satisfaction of the House of Lords, it may prove a barren honour, as the remainder of the family will strenuously contest the possession of the property, about which the entail seems uncertain.

Mr. MacLaren's Team has been more successful than English cricket opinion believed likely. Although defeated both at Adelaide and at Sydney, in this latter match, they made a fine fight for victory, which only eluded their grasp, by the small margin of 13 runs. At Melbourne the Englishmen scored, what must in justice be called a weather victory, just as at Adelaide defeat was likewise due to the intervention of a violent rain-storm.

Barnes, who was taken in Australia expressly because the Colonial fast wickets were considered likely to suit his style and pace, has, so far, been more successful on sticky wickets, which is the greater misfortune, seeing that Mr. MacLaren is amply supplied with that class of bowler.

The life of Lord Russell of Killowen, late Lord Chief Justice, by Mr. O'Brien of the Middle Temple, published ten days ago, is distinctly the book of the season. Not only is almost every interesting case with which the eminent barrister was connected, during the last forty years—and the number of those, in which he was retained, in either side, can be counted on the fingers—touched on with inside knowledge, but the personality of the man stands out from every page. Lord Russell, like most people of very marked individuality, had many angles against which clients, or others chanced to fall, were wont to describe him as surly and ill-mannered; and it must be admitted, not deeply as Mr. O'Brien evidently admires his subject, these imperious exuberances are fairly often in evidence. The predominant impression the book will make on most readers, is a sense of the forcefulness of the mind and character of the great Advocate. Lord Russell's premature death was chiefly caused by the burning of the candle at both ends, to which the biography bears constant witness. A single 24 hours of his life is typical of the whole. After speaking all day in court, he journeyed to Chichester to address a political meeting. Thence by the 4 a.m. train to Leeds, where 10-30, found him again in court handling a complicated commercial case. Human frailty will not stand a strain like that, indefinitely.

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Laos*, from Marseilles, Dec. 15.—To Shanghai: Mr. Yang Si Tchong, Mr. Cheong.

Per P. and O. steamer *Ains*, connecting with the steamer *Paravalia*, at Colombo, from London, Dec. 13.—To Shanghai: Mr. and Mrs. J. Lorie. From Marseilles, Dec. 20.—To Hongkong: Mr. Houst.

Per P. and O. steamer *Bombay*, from London, Dec. 14.—To Yokohama: Mr. and Miss Maw.

Per Messageries Maritimesteamer *Tonkin*, from Marseilles, Dec. 1.—To Yokohama: Mr. and Mrs. Stein.

Per Norddeutscher Lloyd steamer *Preussin*, from Bremen, Nov. 27, and Southampton, Dec. 2.—To China: Messrs. Frizell-Smith.

GIRAULT, NOVELTIES, BEAUTIFUL DOLLS, GLASSING, PAR...

THE EMPIRE COMEDY AND VARIETY COMPANY.

AN UNREHEARSED PERFORMANCE IN COURT.

The Empire Company appeared to an almost empty and listless house on Saturday night at Shanghai, says the *China Gazette* of the 30th December. This morning the British Civil Summary Court was the scene of an unheated performance, when the precincts of that prosaic temple of the law were invaded by a heavy of beauty and talent, representing the major part of the combination, which has not been quite successful in winning the financial success its proprietors hoped when they landed on our shores from Hongkong ten days ago. Five of the fair ladies, in smart walking attire and of prepossessing and ladylike appearance, and four or five of the male members of the company attended to ask His Honour for advice. They elected the orchestra conductor, Mr. Drakeford, their spokesman and he attended, ed Mr. Bourne, the Assistant Judge, in his private room to lay the case of himself and his fair companions in distress before the British authorities for light and guidance. It would seem that the applicants claim that their contracts have still four months to run and they state the proprietors of the show, Messrs. Harper and Thompson, wished to terminate the venture forthwith and send the company back to Australia where, in such case, they would land without a penny in many instances, and some of them thousands of miles away from their homes and friends. As a result of the interview with the Court and Consular officers, we are informed that a communication was sent to the proprietors who had the effect of getting them to change their minds about disbanding the troupe in Shanghai and the company instead is likely to proceed to Tientsin at an early date.

THE ADVENTURE OF THE FRENCH MAIL.

From a gentleman who was on board the French mail *Ville de la Ciotat* on her trip from Hongkong to Singapore, we learn that that vessel, when she lost a couple of her propeller blades, had a very much narrower escape of serious injury if nothing worse, than people here are yet aware of. In very thick weather and fog, the ship was trying to make the Horsburgh light, when suddenly, going at considerable speed, she ran right on to a shoal. As extreme good fortune would have it, the *Ville de la Ciotat* practically ran along a narrow lane with soft bottom, but on each side were lumps of ugly rock on which she would have crumpled her bows had she been a few yards one way or the other. It was only after going full speed astern for a long while, that the ship, probably on the rising tide, slid away from her awkward situation. This was close to the lighthouse, which just became visible as she stranded, and a little to the north of it. It was on the ship turning away that the stern slowing round in answer to the helm, brought the propellers against the edge of the reef and did it injury described. Altogether it must be admitted that the *Ville de la Ciotat* got extremely well out of a very perilous experience.

WAS IT A POISON SNAKE?

Sometimes John Garrett would go from morning till night without sleep. This was the case four years ago. Every morning he got up with a disagreeable gnawing pain in the stomach or abdomen—he couldn't quite locate it, but he felt it all the same. Still he kept on working. He meant to see a doctor but neglected it. So a year ran away. By then the complaint had got hold of him as a wild grape vine does of an old tree.

He was a man full of pain as an unseasoned cellar of mould and crawling things. Often they kept him from sleep for twelve hours before he got a bit of ease; and for three weeks straight away he was in racking pain. At intervals it made the sweat run off him in streams.

Then he went to bed. John did, and a doctor took him in hand, as a pilot does a ship when the navigation is growing ugly. "My doctor," Garrett says, "was the best of men, but he didn't seem to know what ailed me." Nor did the other medical man who followed him.

On this poor brother's heart sank within him, as King David's did when he heard of the fate of Absalom. Having nothing to do except to think, he thought he would go to a London hospital and ask the learned men there what was the matter with him. They said his right kidney was diseased and the left one affected. They feared they couldn't help him but would take him in for a month if he cared to stay. He said he didn't care to stay, and went home to Dartford. Quite right. As a place to die in the hop country was a hospital.

Then he told his home doctor what the London doctors had said. The home doctor agreed with the London doctors and told him he would soon join the silent majority—who are done with diseases.

The end of Garrett's story, written by him at his home, 18, Wellington Road, Dartford, Kent, January 7th, 1901, runs this way: "I kept out of bed and moved about all I could. I turned up at the works some, but from January 1899 to Easter 1901 I did not earn enough to keep myself. More than once they sent me home."

"For three years I lingered along in this fashion when one Sunday I read in *Lloyd's Newspaper* about a stevedore who was handled like me and had been cured by Mother Selig's Syrup and without saying a word to anybody I got that medicine and began taking it.

"The first bottle picked up my appetite and I actually felt hungry—a strange sensation for me, I slept better. The pain was not so sharp and the kidney secretion was clearer and of a better colour. The second bottle did me more good still; and after the third I felt like a king. I mean a healthy and happy king, if there is such a being."

"Today I feel as well as I ever did. Saturday last I felt a bit out of sorts, from indigestion probably, and took a dose of Selig's Syrup; and to-day I am right as rain. You may publish my tale."—John Garrett.

Did this man have Bright's disease? You have heard what the doctors said. Let us leave the point to them. Whether the snake that bit us was a poison snake or not is of no importance after we have got rid of the effects of the bite. Anyhow, whatever Garrett had, Mother Selig's Syrup cured him (and the rest is nothing).

Has been employed at the *Daily Telegraph* paper mills for twenty-six years, but does not look his sixty years, his real age. Meeting him to-day you would not imagine he had ever been ill at all. —M.E.T.

Hotels.

THE CONNAUGHT
QUEEN'S ROAL

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

J. H. WAINWRIGHT, Manager.

TERMS MODERATE.
Hongkong, 7th December, 1901.

GO TO THE

KOWLOON HOTEL,
KOWLOON.

J. H. DOWNS, Manager.

THE BAY VIEW HOTEL.
Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.
Under entirely new management.

J. LACOCK.

METROPOLE HOTEL.
Convenient distance from town, delightful situation.
BOARD AND RESIDENCE.

Antimations.

LEVY HERMANOS. NEW GOODS.

DIAMOND JEWELLERS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

J. CHARLES BROS. & CO.

THIS COMPANY has opened a New Establishment of SHIP CHANDLERS, NAVY CONTRACTORS, GENERAL STORE, KEPPERS, PROVISION AND COAL MERCHANTS, TACKLERS AND OUTFITTERS. FRESH WATER supplied at Shortest notice. All orders promptly attended to. THIS COMPANY sells everything cheaper than any other Company in this Colony.

No. 30 DES VOEUX ROAD CENTRAL, HONGKONG.

Hongkong, 13th December, 1901. [1355c]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM AND P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1901.

DROZ & Co.,
WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOMETERS, TRADE MARKS, MAXIM, BERNA, &c.

REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL, Hongkong, 15th May, 1901. [1326c]

NEW VICTORIA HOTEL.

ROTISSERIE, Meats a la Carte.

CHOPS, STEAKS, etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Dinner at Moderate Rates.

Madair & Farmer, Proprietors.

Hongkong, 2nd September 1901. [1938c]

T. M. STEVENS & CO.
CARRY IN STOCK A FULL LINE OF "GERMINAL" MANILA CIGARS.

T. M. STEVENS & CO., Beaconsfield Arcade.

Hongkong, 2nd September, 1901. [1359c]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Vögtlinde and Sohns' CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.

No. 24 & 26, Queen's Road Central. [132c]

MEE CHEUNG,
PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, in Ice-House Road.

[S] now in a position, in his New and Commodious Premises, to edit, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 22nd September, 1901. [13c]

SANTA WIDY CURES

Relieves the scaling pain at once and cures all discharges from the genital-urinary organs in either sex in 48 hours.

Unlikely the sandal oil of the Bazar, it is superior to Copaiba, Cubeb, or Injections, and causes no inconvenience.

Beware of imitations. Each tiny Capsule bears the name SANTA WIDY.

4, RUE VIVIANNE, PARIS.

Hails.

IPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	To-morrow, 4th Jan., at Noon
K. Kori	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 10th Jan., at Daylight
KANAGAWA MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 13th Jan., at 4 P.M.
J. MacKenzie	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 17th Jan., at Daylight
KINSHU MARU	KOBE and YOKOHAMA	FRIDAY, 17th Jan., at Daylight
F. L. Pyne	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 17th Jan., at Noon
TAMBA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 25th Jan., at Daylight
J. W. Wale	VICTORIA, B.C. and SEATTLE	MONDAY, 27th Jan., at 4 P.M.
KASUGA MARU	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 28th Jan., at Noon
H. Fraser	MOJI, KOBE and YOKOHAMA	FRIDAY, 31st Jan., at Daylight
SADO MARU	KOBE and YOKOHAMA	FRIDAY, 31st Jan., at Daylight
W. Thompson		
SHINANO MARU		
W. H. Cope		
MIKE MARU		
M. Yagi		
SANUKI MARU		
W. Townsend		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

Hongkong, 2nd January, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUETS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 13th January, 1902, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 13th January. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPORIN, Acting Agent.

Hongkong, 31st December, 1901. [1004c]

To be Let.

EUROPEAN HOUSES, Nos. 4, 5A, 7 and 8, WILD DELL, WANCHAI ROAD. Suitable for apartments or boarding houses.

Apply to—SANG KEE, 72, Wing Lok Street.

TO LET.

HOUSES IN CLIFTON GARDENS, GARDEN ROAD, GODOWN'S AT BLUE BUILDING, HOUSES AT CAUSEWAY BAY, facing the Polo Ground.

A HOUSE IN RIPON TERRACE, "THE RETREAT," MOUNT KELLET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th November, 1901. [1509c]

TO LET.

NO. 1, STEWART TERRACE—THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [1799c]

TO LET.

NO. 2, ORMSBY TERRACE, from 1st February, 1902. Apply to PUN HUNG, 82, Queen's Road Central. Hongkong, 10th December, 1901. [1616c]

TO LET.

GODOWN—No. 5A, DUBDELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [1822c]

For Sale.

FOR SALE, CHEAP. A COTTAGE PIANO BY BORD, OF PARIS. Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO. Hongkong, 27th May, 1901. [1616c]

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects. For List, apply "STEAM," C/o The Hongkong Telegraph. Hongkong, 10th August, 1901.

NOTICE OF REMOVAL.

I beg to inform my Patrons and Public generally that I have REMOVED my Store from No. 51 to No. 5, D'ARQUILL STREET.

H. RUTTON, 5, D'ARQUILL STREET.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"ORONSAY" about 4th Jan. "AFRIDI" 15th Jan. "HILGREN" 20th Jan. "LOWTHER CASTLE" 25th Jan. For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"WOOSUNG"	4th January.
AMOI and SHANGHAI	"CHANGCHOW"	4th January.
Kobe and YOKOHAMA	"CHANGTU"	5th January.
MANILA	"CHANGSHA"	6th January.
PORT DARWIN, THURSDAY ISLAND	"CHANGSHA"	6th January.
COOKTOWN, TOWNSVILLE, ADELAIDE, SYDNEY and MELBOURNE.	"CHANGSHA"	6th January.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"MEMNON"	6th January, 1902.
"	"LODENEUS"	8th " "
"	"TANTALUS"	18th " "
"	"AJAX"	22nd " "
"	"PYRRHUS"	31st " "

HOMEWARDS.

FOR LONDON.	STEAMERS.	DUE.
"DEUCALION"	"	7th Jan., 1902.
"PELEUS"	"	21st " "
"STENTOR"	"	4th Feb., " "
"LODENEUS"	"	18th " "
"AJAX"	"	4th March, " "
"PATROCLUS"	"	20th Jan., 1902.
"TANTALUS"	"	15th Feb., 1902.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KORE,
and YOKOHAMA.

THE Steamship "INDRAPURA," will be despatched for PORTLAND (OR.) on or about the 14th January, 1902.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
Hongkong, 28th December, 1901. [1266c]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

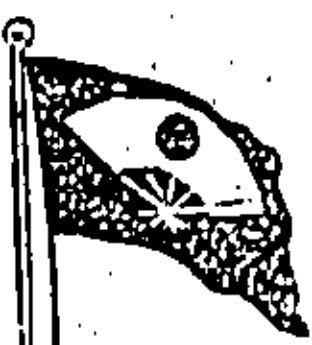
Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 5th January.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 8th January.
FOR TAMSUI	"DAIGI MARU"	T. Kiano	SUNDAY, 12th January.
FOR FOCHOW	"ANPING MARU"	K. Sudzuki	WEDNESDAY, 15th January.

* Via SWATOW and AMOI.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage and further information, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 2nd January, 1902. [1379c]

TOYO KISEN KAISHA.
(ORIENTAL S.S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA
IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"
3,876 Tons.

Captain Tate, having been placed on the above service, will be despatched hence for MANILA, TO-MORROW, the 4th January, 1902, at Noon.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

No. 6, Ice House Street and Corner of Des Vaux Road, 1st floor.
Hongkong, 30th December, 1901. [1380c]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, RANGOON,
COLOMBO, ADEN, SUEZ, PORT SAID,
FUEME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS,
TO SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship

"MARIA VALERIE,"
Captain Ballen, will be despatched as above on WEDNESDAY, the 15th January, P.M.
The steamer has capital accommodation for passengers. Electric light. A doctor is carried.
For information as to Passage and Freight, apply to
SANDER WIELER & Co.,

For SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"LIGHTNING"
Captain J. G. Spencer, will be despatched for the above Ports, on TUESDAY, the 7th January, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 30th December, 1901. [1415c]

"GLEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL

THE Steamship
"GLENSHIEL"
Captain McGilguy will be despatched as above on TUESDAY, the 14th January, at Noon.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR AMOI AND TAIWANFOO.
THE Company's Steamship

"THALES"
Captain Robson, will be despatched for the above Ports, TO-MORROW, the 4th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAIRRAIK & Co.,
General Managers.
Hongkong, 3rd January, 1902. [1d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
THE Company's Steamship

"HAICHING"
Captain Davis, will be despatched for the above Port, on SUNDAY, the 5th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAIRRAIK & Co.,
General Managers.
Hongkong, 2nd January, 1902. [1d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain St. John George, will be despatched as above on THURSDAY, the 9th January, 1902, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 16th December, 1901. [1363c]

Consignees.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ, &c.
THE Company's Steamship

"INDRANI,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 1st January, at 10 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 30th December, 1901. [1415c]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "BORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 31st December, 1901. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. "Egypt."
Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 6th January, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.
Hongkong, 31st December, 1901. [1c]

STEAMSHIP "CALEDONIAN,"
COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES OF Cargo from London and Havre, ex s.s. "Tigre," from Bordeaux, ex s.s. "Ville de Cotte" in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 7th January, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th January, or they will not be recognised. All damaged packages will be examined on TUESDAY, the 7th January, at 3 P.M. No Fire Insurance has been effected.
P. DE CHAMPORIN,
Agent.

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$50 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—3, ICE HOUSE ROAD.

For full Particulars, &c., &c.,
Apply to

W. STUART HARRISON,
Manager.

Hongkong, 19th August, 1901. [29]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [2]

ST. JOSEPH'S COLLEGE,
HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS.
Hongkong, 22nd November, 1901.

Sabang-Bay Harbour and Coal Co., Limited.

Pulo Weh, North Sumatra.

Cable-Address: "HARCOAL, SABANG."

THIS Company supply best Welsh, Bengal and Umbilien Coals at current rates.

Ships can moor at the wharves immediately after having entered the harbour, and coaling commences without delay at the rate of 60 tons per hour; timely notice being given, the rate of coaling may be increased to 80 tons per hour.

Depth of water at the wharves 30 feet at low spring-tide.

Excellent pure spring-water can be supplied at current prices.

Vessels calling at Sabang are exempt from harbour dues and pilotage, and when calling for the purpose of coaling only and taking in water, stores or provisions, no wharfage is levied.

A floating drydock for vessels of about 3,000 tons displacement lies on the north side of the harbour entrance, close to the shore.

The company execute ship and marine engine-repairs of all descriptions under the superintendence of experienced European Shipwrights and Engineers of moderate prices.

Entertainment.

HONGKONG BENEVOLENT SOCIETY.

A SUBSCRIPTION DANCE in aid of the above SOCIETY will be held in the City Hall, on JANUARY, 24TH, 1902, at 9.30 P.M.

Tickets\$5 each.

Tickets may be had from Mrs. FORBES, East Point, or from Members of the Committee of the Society.
—Hongkong, 19th December, 1901.

THE TRIAD DANGER.

Seeing that China proper contains an area roughly computed at 1,340,000 square miles, it may appear to European eyes somewhat hypersensitive to attach importance to the two comparatively small Triad outbreaks which occurred last month at Ping-king, and Hsing Ping respectively. It is perhaps on this ground that the majority of the English press correspondents have omitted all mention of these troubles. Nevertheless, if the riots themselves were of little moment—a contention which can only be accepted in an approximate sense, since the lives of four white men, two white women, and many natives were at stake—as indications of Chinese unrest, they are worthy of attentive consideration.

In the first place, the Triad Society is admirably organized and extremely powerful. It has a definite political object, of which the leaders never lose sight, and that object, by appealing to the sense of patriotism, latent in every man (though recent British experiences suggest the interpolation of a qualifying "almost") has attached to the society the political dreamers and fanatics of China, as well as the practical and worldly-wise schemers.

At what, then do the Triads aim? At nothing less than the overthrow of the Manchu "dynasty of usurpers," the banishment of the alien ruling race, and the resumption of the Empire by the true Chinese, with a prince of their own blood upon the throne. With the national aspect of this movement, the possibilities of ultimate success, and the probabilities of indefinitely prolonged failure, this article is not concerned; enormous knowledge would be required to handle the subject adequately.

But the Triads and their doings have a bearing upon the white far-Eastern problem, which is, perhaps, a little overlooked at home, by reason of the Boxer Society occupying the entire foreground of the Chinese picture, as seen through European spectacles. Ignorance, lust, and greed form the foundations of the Boxer movement—a triplet prolific of horrible results; but the definiteness and continuity of Triad policy, the element of pure passion introduced by the genuine patriots, give to this organization a vital force and a lasting influence which the other will not possess a decade hence. Now, though it affects indifference towards secret societies, the Imperial Government is fully aware of these things, and is careful to make of the white residents (who are really more disliked by the Manchus than by the Chinese) a buttress against the Triads. The right of the Roman Catholic missionaries to interfere in the administration of native justice, and the connection between foreigners and the burdensome indemnities taxation, are carefully impressed upon the people, that the enmity of the Triads may be partly diverted from the Court to the whites. In case of an open outbreak such as recently occurred, the Imperial authorities make a great show of protecting Europeans, that the influence of the latter may remain on the side of the reigning dynasty. To play off one adversary against another is traditional Oriental policy. In order that the Chinese may not imagine the white residents to be a dangerous power in the land, it has been secretly set about that the foreign devils were completely worsted in the recent fighting, in the sign whereof the Emperor will, for the future, only allow them to occupy a certain small enclosure in Peking—a clear mark of subjection. It has been hinted, moreover, that the Son Heaven may further decide not to demean himself by continuing to reside at all in Peking, where whites are to a certain extent tolerated. This statement is probably a fabrication, but, if information received from private native sources be trustworthy, the Court is not likely to return for the present. According to this report the building of the new Imperial temple and the decoration of the Palace exterior is a mere blind, for nothing has been done to make it habitable; within, where foreigners are not admitted, desolation reigns undisturbed.

The anti-foreign riots at Ping-king and Hsing-Ping were happily put down without loss of white life, but that fact does not destroy the need for the maintenance of a perpetual European watch upon the development of the Triad movement.—*Pall Mall Gazette.*

Shipping.

ARRIVALS.

DR. HANS JERG KLAER, Norwegian steamer, 69t, H. E. Larsen, 2nd Jan., Haiphong 29th Dec., and Hoihow 1st Jan., General.
—A. R. Marry.
JACOB DIEBICHSEN, German steamer, 623t, G. Schalkier, 2nd Jan., Haiphong 31st Dec., General.—Jensen & Co.
HERMANN MENZEL, German steamer, 1,035t, H. H. Schult, 2nd Jan., Singapore 21st Dec., Ballast.—E. A. Trading Co.
ALBION, British battleship, 12,000t, W. W. He 3rd Jan., Kobe 27th Dec.
MICHAEL JENSEN, German steamer, 700t, J. Jensen, 2nd Jan., Haiphong 29th Dec., and Hoihow 1st Jan., General.—Jensen & Co.
HAI CHI, Chinese cruiser, 4,300t, C. P. Sah, 3rd Jan., Quong-chow-wan 1st Jan.
BINGO MARU, Japanese steamer, 3,870t, T. Davies, 2nd Jan., London 22nd Nov., and Singapore 27th December, General.—Nippon Yusen Kaisha.
NIOLO, Norwegian bark, 649t, Curdman, 3rd Jan., Fremantle, Wash, and Australia 1st Oct., Sandalwood.—Order.
WOOSUNG, British steamer, 1,100t, M. Dowling, 3rd Jan., Canton 3rd Jan., General.

DEPARTURES.

DR. HANS JERG KLAER, Norwegian steamer, 69t, H. E. Larsen, 2nd Jan., Haiphong 29th Dec., and Hoihow 1st Jan., General.
—A. R. Marry.
JACOB DIEBICHSEN, German steamer, 623t, G. Schalkier, 2nd Jan., Haiphong 31st Dec., General.—Jensen & Co.
HERMANN MENZEL, German steamer, 1,035t, H. H. Schult, 2nd Jan., Singapore 21st Dec., Ballast.—E. A. Trading Co.
ALBION, British battleship, 12,000t, W. W. He 3rd Jan., Kobe 27th Dec.
MICHAEL JENSEN, German steamer, 700t, J. Jensen, 2nd Jan., Haiphong 29th Dec., and Hoihow 1st Jan., General.—Jensen & Co.
HAI CHI, Chinese cruiser, 4,300t, C. P. Sah, 3rd Jan., Quong-chow-wan 1st Jan.
BINGO MARU, Japanese steamer, 3,870t, T. Davies, 2nd Jan., London 22nd Nov., and Singapore 27th December, General.—Nippon Yusen Kaisha.
NIOLO, Norwegian bark, 649t, Curdman, 3rd Jan., Fremantle, Wash, and Australia 1st Oct., Sandalwood.—Order.
WOOSUNG, British steamer, 1,100t, M. Dowling, 3rd Jan., Canton 3rd Jan., General.

ARRIVALS.

DR. HANS JERG KLAER, Norwegian steamer, 69t, H. E. Larsen, 2nd Jan., Haiphong 29th Dec., and Hoihow 1st Jan., General.
—A. R. Marry.
JACOB DIEBICHSEN, German steamer, 623t, G. Schalkier, 2nd Jan., Haiphong 31st Dec., General.—Jensen & Co.
HERMANN MENZEL, German steamer, 1,035t, H. H. Schult, 2nd Jan., Singapore 21st Dec., Ballast.—E. A. Trading Co.
ALBION, British battleship, 12,000t, W. W. He 3rd Jan., Kobe 27th Dec.
MICHAEL JENSEN, German steamer, 700t, J. Jensen, 2nd Jan., Haiphong 29th Dec., and Hoihow 1st Jan., General.—Jensen & Co.
HAI CHI, Chinese cruiser, 4,300t, C. P. Sah, 3rd Jan., Quong-chow-wan 1st Jan.
BINGO MARU, Japanese steamer, 3,870t, T. Davies, 2nd Jan., London 22nd Nov., and Singapore 27th December, General.—Nippon Yusen Kaisha.
NIOLO, Norwegian bark, 649t, Curdman, 3rd Jan., Fremantle, Wash, and Australia 1st Oct., Sandalwood.—Order.
WOOSUNG, British steamer, 1,100t, M. Dowling, 3rd Jan., Canton 3rd Jan., General.

KWEILIN, British steamer, 1,018t, D. H. Mac-Kenzie, 3rd Jan., Canton 3rd Jan., General.—Butterfield & Swire.
KWANGPING, German steamer, 1,243t, Blackie, 3rd Jan., Canton 3rd Jan., General.—G. E. & M. Co.
CHOWTAT, German steamer, 1,115t, A. Müller, 3rd Jan., Bangkok 25th Jan., Rice.—Butterfield & Swire.

Clearances at the Harbour Office.
Kongnam, British str., for Canton.
La Seine, French str., for Kwong-chow-wan.
Bingo Maru, Jap. str., for Nagasaki.
Nürnberg, German str., for Singapore.
Kogoshima Maru, Jap. str., for Singapore.
Hong Ico, British str., for Amoy.
Emma, German str., for Moji.
Zufre, British str., for Manila.
Hongkong, British steam-launch, for West River.

Chiyo Maru, Japanese str., for Kobe.
Edmonton, British str., for Australia.
Hopsang, British str., for Hongkong.
Kong Ico, German str., for Bangkok.
Glenfarg, British str., for Singapore.

Departures.
Jan. 3, Hertha, German cruiser, for Saigon.
Jan. 3, Telemachus, British str., for Swatow.
Jan. 3, Oberberg, British bank, for New York.
Jan. 3, Fris, German str., for Saigon.
Jan. 3, Katsuyama Maru, Jap. str., for Chofoo.
Jan. 3, Entrecasteaux, French cruiser, for Tonkin.
Jan. 3, Zufre, British str., for Manila.
Jan. 3, Bingo Maru, Japanese str., for Japan.

Passenger—ARRIVED.

None.

Departed.

Per Kamano Maru, for Manila—Mr. and Mrs. B. J. Botelho, Mrs. N. J. Roza, Mrs. C. C. Faxon, Messrs. L. A. Cotten, T. Isomura, J. C. Wilkinson, Mr. and Mrs. Miss F. R. Caballero and 2 children, Mr. F. W. Home, Mrs. Renard, Mrs. Fredenhall, Mrs. Bullard and child, Mess

Best Office.

A Mail will close:-
 For Canton—Per *Po-yuan*, to-morrow, the 4th instant, at 7.30 A.M.
 For Manila—Per *Rosette Maru*, to-morrow, the 4th instant, at 10 A.M.
 For New Castle—Per *Edlerston*, to-morrow, the 4th instant, at 10 A.M.
 For Singapore, Colombo and Bombay—Per *Kagoshima Maru*, to-morrow, the 4th instant, at 10 A.M.
 For Amoy and Taiwan—Per *Thales*, to-morrow, the 4th instant, at 10 A.M.
 For Europe, India, via Tutuorin—Per *Valde*, to-morrow, the 4th instant, at 11 A.M.
 For Macao—Per *Huangshan*, to-morrow, the 4th instant, at 1.15 P.M.
 For Singapore and Penang—Per *Chelydra*, to-morrow, the 4th instant, at 2 P.M.
 For Shanghai and Chinkiang—Per *Elita Nissack*, to-morrow, the 4th instant, at 3 P.M.
 For Kunchuck and Salsbury—Per *Tung-kong*, to-morrow, the 4th instant, at 3 P.M.
 For Amoy and Shanghai—Per *Changshou*, to-morrow, the 4th instant, at 4 P.M.
 For Shanghai—Per *Wosung*, to-morrow, the 4th instant, at 4 P.M.
 For Canton—Per *Honam*, to-morrow, the 4th instant, at 5 P.M.
 For Swatow, Amoy and Tamsui—Per *Daijin Maru*, to-morrow, the 4th instant, at 5 P.M.
 For Swatow—Per *Wiching*, to-morrow, the 4th instant, at 5 P.M.
 For Hoihow and Haiphong—Per *Dr. Hans Jerg Kier*, to-morrow, the 4th inst., at 5 P.M.
 For Singapore, Penang and Calcutta—Per *Lightning*, on Tuesday, the 7th inst., at 2 P.M.
 For Manila—Per *Longsaw*, on Tuesday, the 7th inst., at 2 P.M.
 For Europe, India, via Tutuorin—Per *Princess Irene*, on Wednesday, the 8th inst., at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Driz*, on Thursday, the 9th inst., at 11 A.M.
 For Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Olympia*, on Saturday, the 11th inst., at 11 A.M.
 For Kobe and Yokohama—Per *Chinglu*, on Sunday, the 12th inst., at 4 P.M.
 For Singapore, Penang and Bombay—Per *Blasno*, on Monday, the 13th inst., at 10 A.M.
 For Europe, India, via Tutuorin—Per *Indus*, on Monday, the 13th inst., at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of China*, on Wednesday, the 15th inst., at 11 A.M.
 For Manila, Timor, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Wednesday, the 15th inst., at 4 P.M.
 For Singapore and Bombay—Per *Malacca*, on Wednesday, the 24th inst., at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Tuesday, the 29th inst., at 11 A.M.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Honam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powai, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain Chiu Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Huangshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Saiman, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
Australian, British steamer, 3,000, P. T. Helms, 31st Dec.—Australia 7th Dec.
General, Gibb, Livingston & Co.
BRAND, Norwegian steamer, 1,520, John Thorsen, 29th Dec.—Moj 23rd Dec.
Coal—Dodwell & Co., Ltd.
CHELYDRA, British steamer, 1,574, R. Cox, 27th Dec.—Banjawan (Java) 17th Dec., Sugar—Jardine, Matheson & Co.
CHINA, German steamer, 1,113, E. Krubbe, 29th Dec.—Saigon 25th Dec., Rice-flour—Ton Kee.
CHINGTOW, British steamer, 2,000, J. Williams, 26th Dec.—Sydney, N.S.W. 30th Nov.
General—Butterfield & Swire.
CHUNGCHOW, British steamer, 1,203, J. C. Armstrong, 1st Jan.—Canton 31st Dec.
General—Butterfield & Swire.
DAIJIN MARU, Japanese steamer, 899, T. Ogata, 1st Jan.—Tamsui 26th Dec.
General—Mitsui Bussan Kaisha.
DEUTEROS, German steamer, 1,001, F. Frahm, 25th Dec.—Saigon 21st Dec., Rice—Siemssen & Co.
DORIC, British steamer, 2,691, Harry Smith, R.N.R., 31st Dec.—San Francisco 3rd Dec.
Honolulu 10th, Yokohama 23rd, Kobe 24th, Nagasaki 25th, and Shanghai 29th, Mails and General—O. & O. S. S. Co.
EDDERTON, British steamer, 2,316, Geo. Russell, 28th Dec.—Wellington 27th Nov.
General—Admiralty.
ELITA NOSSACK, German steamer, 1,161, H. Brub, 25th Dec.—Canton 23rd Dec.
General—E. A. Trading Co.
ELSE, German steamer, 923, Rickhe, 31st Dec.—Canton 31st Dec., General—C. E. & M. Co.
EMMA, German steamer, 1,681, J. Samuelsen, 21st Dec.—Wuhu and Chinkiang 17th Dec., General—Jensen & Co.
EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 25th Dec.—Vancouver, (B.C.) and Canton, and Shanghai 22nd, Mails and General—C. P. R. Co.
ESMERALDA, British steamer, 969, R. Rodgers, 23rd Dec.—Manila 20th Dec., General—Sheehan, Tomes & Co.
FOOCHOW, British steamer, 1,156, C. Smale,

GLENFAR, British steamer, 3,636, R. A. Donaldson, 2nd Jan.—Tacoma via Ports 2nd and Nov., General—McGregor Bros. & Co.
HAITAN, British steamer, 1,183, J. S. Roach, 24th Dec.—Swatow 23rd Dec., General—Douglas, Lapraik & Co.
HEINRICH MENZEL, German steamer, 989, P. Deils, 24th Dec.—Canton 23rd Dec., General—E. A. Trading Co.
HOKOSAN MARU, Japanese steamer, 2,302, P. Hallstrom, 2nd Jan.—Kuchinotzu 28th Dec., Coal—Mitsui Bussan Kaisha.
HONG DEF, British steamer, 2,056, H. Peters, 31st Dec.—Penang and Singapore 25th Dec., General—Joo Teck Seng.
HOP SANG, British steamer, 1,359, H. R. Noope, 27th Dec.—Moj 22nd Dec., Coal—Jardine, Matheson & Co.
KAGOSHIMA MARU, Japanese steamer, 2,731, K. Kori, 2nd Jan.—Moj 28th Dec., General—Nippon Yusen Kaisha.
KASHING, British steamer, 1,136, R. Sanderson, 25th Dec.—Chinkiang 20th Dec., General—Butterfield & Swire.
LIGHTNING, British steamer, 2,122, J. G. Spence, 30th Dec.—Calcutta 12th Dec., Penang and Singapore 23rd, General—David Sassoon, Sons & Co.
MARIE JENSEN, German steamer, 1,771, P. Hemmel, 19th Dec.—Bangkok 1st Dec., Rice—Kong Fat.
NURNBERG, German steamer, 4,150, L. Ammon, 1st Jan.—Shanghai 29th Dec., General—Carlgwitz & Co.
OLYMPIA, American steamer, 1,791, John Truebridge, 14th Dec.—Tacoma via Japan 11th Dec., General—Dodwell & Co., Ltd.
PERLA, British steamer, 1,286, G. Blackland, 12th Dec.—Hio 7th Dec., Sugar—Sheehan, Tomes & Co.
PETRAKUT, German steamer, 1,252, H. Decker, 20th Dec.—Lahon 12th Dec., Sugar—Sander, Wieler & Co.
POLAMHALL, British steamer, 2,596, T. V. Heppel, 22nd Dec.—New York 19th Oct., Cases Oil—Standard Oil Co.
ROSETTA MARU, Japanese steamer, 2,402, N. Tate, 1st Jan.—Manila 30th Dec., General—Mitsui Bussan Kaisha.
SALAMANCA, British steamer, 883, J. H. Anderson, 16th Dec.—Moj 9th Dec., Coal—Bradley & Co.
SANDAKAN, German steamer, 1,374, A. Brand, 29th Dec.—Sandakan 14th Dec., Timber and General—Melchers & Co.
SATURN, American transport, 1,617, Frank E. Fosco, 14th Nov.—Shanghai 11th Nov.
SKARFNO, Norwegian steamer, 1,130, Gollensen, 29th Dec.—Samarang 17th Dec., Sugar—Chinese.
SKULL, Norwegian steamer, 914, Berbour, 15th Dec.—Bangkok 15th Nov., Rice—Mangsoon.
TAICHOW, German steamer, 842, W. Reher, 29th Dec.—Bangkok 14th Dec., and Ang Hin 20th, Rice—Butterfield & Swire.
THALES, British steamer, 820, A. J. Robson, 2nd Jan.—Bakhol and Hoihow 1st Jan., General—Douglas, Lapraik & Co.
TING SANG, British steamer, 1,015, W. E. Sawyer, 1st Jan.—Canton 31st Dec., General—Jardine, Matheson & Co.
TVR, Norwegian steamer, 1,418, D. W. Danielson, 30th Dec.—Moj 24th Dec., Coal—E. A. Trading Co.
VALETTA, British steamer, 2,074, A. P. Cubitt, R.N.R., 2nd Jan.—Shanghai 31st Dec., Mails and General—P. & O. S. N. Co.

Sailing Vessels.

DIRIGO, American ship, 2,845, Geo. W. Goodwin, 6th Dec.—New York 30th June, Kerosine Oil—Master.

FRED. P. LITCHFIELD, American bark, 1,080, Allen Fulton, 12th Dec.—Fremantle, W.A. 15th Sept., Sandalwood—Order.

HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October—Manila 6th Oct., General—Master.

LUCIA, British ship, 640, Andersen, 2nd Oct.—Rajang 6th Sept., Timber—Master.

MOBILE BAY, British bark, 1,117, James A. Boyu, 12th Dec.—Hongay 17th Nov., Coals—Jardine, Matheson & Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.

VALE OF DOON, British bark, 650, J. Petersen, 16th Dec.—Rejang 18th Nov., Timber—Sander, Wieler & Co.

WEST YORK, British bark, 706, W. S. Foster, 20th Dec.—Callao 10th Oct., Ballast—E. A. Trading Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 3rd, 1902.
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Capt. Crackock, Hongkong.
Albion, 1st-class battleship, 12,950 tons, 13 guns, 16 guns, Capt. W. W. Hewett, Japan.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.
Amphitrite, 1st-class battleship, 12,950 tons, Capt. Wm. Stokes, C.B., Hongkong.
Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, Shanghai.
Argonaut, 1st-class cruiser, 11,000 tons, 16 guns, 10 guns, Capt. G. H. Cherry, R.N., Japan.
Astrak, 2nd-class cruiser, 4,300 tons, 7 guns, 10 guns, Capt. C. J. Baker, Shanghai.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Hongkong.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., Hongkong.
Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Canton.
Brit, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Boucherier Wrey, Dart, Singapore.
Britannia, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Hongkong.
Cressy, 1st-class battleship, 12,000 tons, Capt. Tudor, Mrs Bay.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Hongkong.
Elipse, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.
Endymion, 1st-class cruiser, 7,350 tons, 12 guns, 10 guns, Capt. A. W. Paget, C.M.C., Hongkong.
Est, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 1,400 h.p., in reserve.
Firebrand, 3rd-class gunboat, 454 tons, 4 guns, 360 h.p., Lt. and Beaty Pownall, Hongkong.
Glory, 1st-class flagship, 12,500 tons, 16 guns, 13,500 h.p., Capt. A. Carter, Hongkong.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Hongkong.
Hari, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Hardy.
Hummer, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Hongkong.
Jam, torpedo-boat destroyer, 260 tons, 6 guns, 2,900 h.p., in reserve.
Orion, 1st-class battleship, 12,950 tons, 13,

Orion, 1st-class cruiser, 5,000 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Hongkong.
Other, torpedo-boat destroyer, 350 tons, 6 guns, 6,000 h.p., Lieut. and Com. C. P. Mansel, Japan.
Phaethon, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Shanghai.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lt. and Comdr. Oldham, Hongkong.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Hongkong.
Plaver, 1st class gunboat, 435 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. Watts Jones, Hongkong.
Ramirez, surveying ship, 583 tons, 650 h.p., Capt. Morris, H. S. Hongkong.
Redoubt, 1st-class gunboat, 805 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Canton.
Robin, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. U. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Wei-hai-wei.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carr, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stophord, Hongkong.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.
Walrus, surveying ship, 620 tons, 450 h.p., Lt.-Comdr. W. O. Lyne, Hongkong.
Whiting, 2nd-class gunboat, 400 tons, 6 guns, 600 h.p., Lt.-Comdr. Mackenzie, H.S.O., Hongkong.
Wuwei, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kuikiang.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,000 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.
Kaiser, Dutch cruiser, 8 guns, 3,000 tons, 9,250 h.p., Capt. Wiber, Singapore.
Koningin Wilhelmina, Dutch cruiser, 8 guns, 4,000 tons, 9,500 h.p., Capt. J. P. Rossouw, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Muller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,000 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.
Plei Heir, Dutch cruiser, 5 guns, 3,600 tons, 4,736 h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 30 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 5,000 tons, 30 guns, 9,500 h.p., Capt. Vsevolodsky, at Tientsin.
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.
Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donsky, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Sebernikoff, at Taku.
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikheyev, Shanghai.
Korvet, Russian cruiser, 1,200 tons, 2 guns, 1,500 h.p., Capt. Silmann, at Taku.
Mandjuri, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayedenik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Olavany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianioff, at Shanghai.
Petrovich, Russian battleship, 12,000 tons, Capt. Grevalis, at Nagasaki.
Polistva, Russian battleship, 10,960 tons, 12,555 h.p., 16 guns, Capt. Orgeroff, at Saigon.
Rosia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domjoroff, at Nagasaki.
Roulaynik, Russian cruiser, 1,330 tons, 1,780 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Savastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Meleusky, at Nagasaki.
Sildich, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sisot Veliky, Russian battleship, 8,800 tons, 11 guns, 8,500 h.p., Capt. Tarassoff, at Hongkong.
Sivouch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Sueaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp. tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.
Zabinka, Russian cruiser, 1,220 tons, 20 guns, 2,000 h.p., Capt. Shkroff, at Nagasaki.

(Lat and 2nd class.)
Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Forst, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Karabak, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kli, Russian torpedo boat, 350 tons, Captain Kivich, at Shanghai.
Margan, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 23 knots.

Indoravnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Stik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skat, Russian torpedo boat, 350 tons, Captain Shikow, at Shanghai.
Skorpion, Russian torpedo boat, 87 tons, 1 gun, 220 h.p., 16 knots.
Soolichna, Russian torpedo boat, 87 tons, 1 gun, 220 h.p., 16 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sterlach, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,200 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA (SEA OUNGS).

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes, 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp. tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexieff.
 * Flagship of Rear-Admiral F. V. Dubossioff.
 * Flagship of Rear-Admiral Reinhold.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,830 tons, 8 guns, Comdr. von Hasselwitz, at Hongkong.
Furst Bismarck, German flagship, 11,000 tons, 30 guns, Capt. Graf Lotke, at Taku.
Gefion, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Gier, German cruiser, 1,600 tons, 8 guns, Capt. Baer, at Shanghai.
 *** *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Wosung.
Hela, German despatch-vessel, 2,000 tons, 12 Capt. Ramplold, at Wosung.
Hertha, German cruiser, 5,600 tons, 30 guns, Capt. Derriewsky, at Saigon.
Ilis, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stamer, at Hongkong.
Irene, German cruiser, 4,400 tons, 8 guns, Capt. 1892, Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Amoy.
 *** *Kurfurst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorf, at Wosung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Amoy.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 950 tons, 10 guns, Comdr. von Miltzsch, at Hongkong.
Weissen, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Werth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhausen, at Taku.
K. E. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Rullen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Geissler.
 *** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Courbet, 2nd-class cruiser, 4,800 tons, 10 guns, 5,620 h.p., at Saigon.
Bengali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Desfray, at Shanghai.
Chasteloup Laubard, 2nd-class cruiser, 3,900 tons, 6,000 h.p., 18 guns, Capt. Espinay, at Saigon.
Comete, gunboat, 600 tons, Capt. Loisel, at Canton.
Decadet, gunboat, 640 tons, Capt. Leameey, at Pakhoi.
 * *D'Entrecasteaux*, 1st class cruiser, 9,000 tons, 26 guns, 13,500 h.p., Capt. D. du Fournet, at Hongkong.
Descartes, 2nd class protected cruiser, 4,000 tons, 10 guns 631 h.p., Capt. L. de Saunier, at Saigon.
Eure, Despatch-transport, Captain Vallée, at Saigon.
Frantz, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 30 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.
Six, 3rd class cruiser, 1,800 tons, Capt. Vincet, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Morne, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bommessaur, at Hongkong.
Vihre, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Shanghai.
Callah, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Comdr. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,320 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Shanghai.
Celtic, U.S. supply ship, 6,128 tons, 1890 h.p., Comdr. C. T. Fose, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. J. Moore, at Manila.
Iris, U.S. despatch ship, 1,270 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stock